

Civil Aviation News

It is pointed out that the development costs of the Concordia, amounting to nearly £500,000, had been borne by the company and that none of the burden had been laid upon the taxpayer.

The first French civil aircraft to visit New Zealand since the war, a Catalina converted to carry 13 passengers, flew recently to Auckland. The aircraft belonged to the Société Française de Transports Aérien du Pacifique Sud, who have two such machines and a Republic Seabee.

In the year ended September 30th, commercial air services, within New Zealand, carried 150,264 passengers, 8,617,901 lb of freight and 599,707 lb of mail. In the same year clubs and training machines logged 23,145 hours and private aircraft 1,436 hours.

Traffic returns for December issued by B.E.A. show an increase on those of November, although the net route mileage covered was slightly less than in the previous month, the number of services completed (3,051) and the total distances flown (787,937 miles) were greater, a number of extra services having been provided at Christmas.

The International Commission formed to examine possible sites for an international airport on Fiji will leave Sidney for Fiji towards the end of the month. Mr. A. Hepburn, Director of Airports, and Mr. R. H. A. Cochrane, Engineer for Roads and Aerodromes, will represent Australia. The British representatives led by Mr. L. B. Collins, O.B.E., were expected to arrive on January 22nd.

The Australian Department of Civil Aviation is interested in the survey of suitable landing grounds in the Antarctic region though they have not confirmed statements that services were being planned via the Antarctic should the Middle East route ever be closed.

Reporting to the Commissioners of the Port of New York Authority, Mr. Howard Cullman, the chairman, said that a profit had been shown on the Authority's first venture into airfield operation. Operating revenues at La Guardia Field



ROAD TO RIO: The first B.S.A.A. aircraft to carry a cinema for the entertainment of passengers during flight, left London Airport last week. The screen is 4ft. square, and the cinema carries a sound track. This particular projector is fitted in the galley of a York and, if the experiment is successful, it is understood that all B.S.A.A. aircraft will be so fitted.

between June 1st, when the Authority took it over, and the end of 1947, amounted to \$952,552 (about £238,138) or \$50,000 (about £12,500) more than all costs there and at Idlewild Airfield.

On January 19th, Air France reverted to their original route on the East African and Far Eastern lines. During the cholera epidemic last year the Lydda-Tunis or Athens-Tunis routes were used to Khartoum, Mombasa and Mauritius as well as on the routes to Saigon, Hong Kong and Shanghai. On January 14th a third service each fortnight to the Far East was introduced to supplement the one single and one fortnightly Skymaster services.

FROM THE CLUBS.

COWES FLYING CLUB is maintaining flying activity during the winter months with regular instruction and cross-country flights, and completing major overhauls on each aircraft in turn in readiness for next summer. In addition the social side is flourishing, there being dancing at the clubhouse every Sunday.

Without any sinister desire to embarrass the A. & A.E.E. a fortnight ago we mentioned in passing that in January, 1947, the Wiltshire School of Flying had moved from High Post airfield to Boscombe Down. This should have read, of course, that the move had been to Thruxton from High Post, near Boscombe Down. The move was made, in fact, because of the proximity of High Post to the circuit of the Experimental Establishment.

Commencing on January 31st with a special party to celebrate F/L. Pashley's recent investiture of the M.B.E., the South Coast Flying Club has arranged to hold a social evening each Saturday. Arrangements have been made for taxis to serve Brighton and Worthing areas at special rates and orders for these can be booked by telephoning Lancing 2096. The next club dance will be held on St. Valentine's Night, Saturday, February 14th; the tickets are priced at 6s each.

A sky observers' club has been organized in Holland by Peiter Rijswijk and John S. Webb, founder of the British Association of Aviation Clubs and Reading Sky Observers' Club. The Dutch organization is entirely independent of the two English clubs, but it is run on exactly the same lines and there will be the fullest co-operation between them. The Reading Sky Observers' Club has grown from a membership of 19, a little over a year ago, to 133 members to-day, and there are nearly 20 similar organizations in the country. There is a possibility of forming similar clubs in Czechoslovakia. Persons interested

in the Reading organization are invited to get in touch with John S. Webb, the organizing secretary, 100, Hemdean Road, Caversham, Reading, Berkshire.

Despite the many handicaps of wintry conditions by *Uranus*, coupled with the loss of the "basic," the Weston Aero Club at Weston-super-Mare is not discouraged by the results of the past three months. Three members have taken their "A" tests, three others have flown solo and the two lady members who are learning to fly have made very good progress. Members have been fortunate in obtaining allowances of supplementary petrol for twice-weekly visits to the club, but generally the ban on basic petrol has had an adverse effect on social activities. On December 20th a film show attracted many members and arrangements are in hand to make this type of entertainment a regular feature.

Owing to poor weather the Herts and Essex Aero Club only flew 92 hours in December, but the figures for 1947 reveal that a total of 3,136 hours were flown in club machines and 250 by private owners; 45 new "A" licences were gained and 63 were renewed. Charges for flying continue at the normal rates of £3 5s per hour for dual and £3 per hour solo. In anticipation of I.C.A.O. recommendations, a new syllabus has been adopted for the qualification of pilot-members to carry passengers in club aircraft. This provides for eight hours of advanced dual after passing the "A" licence test which includes cross-country flying, climbing and steep turns, compass errors, side-slipping, forced and precautionary landings and a general check-up with engine-assisted landings, spinning, etc. The fleet of aircraft now consists of five Tiger Moths, three Austers, four Magisters and a Hornet Moth. S. H. ("George") Parker remains Chief Flying Instructor with Peter Ayles, who recently obtained his full Instructor's Endorsement, as Assistant Instructor.